TAS 3079

T. H. 94

EARL ST. RAMPS

S.P. 6283-06

JUNE 1967

OFFICE OF
TRANSPORTATION SYSTEM PLANNING

MINNESOTA HIGHWAY DEPARTMENT

ADMIN 1000
80

STATE OF MINNESOTA

Office Memorandum

DEPARTMENT HIGHWAY

TO : Paul G. Velz
Road Design Engineer

DATE: June 26, 1967

FROM : Robert D. Owens, Chief
Traffic Analysis Section

SUBJECT: Jct. T.H. 94 & T.H. 61,
Jct. T.H. 94 & Earl Street,
S.P. 6283-06

The Traffic Analysis Section transmits this report in response to your March 9, 1967 request for the 1990 ADT, DHV, and HCADT for Alternates A and B for the project location shown on the map on page 2.

The 1990 ADT for Alternate A is on the map on page 3 and its vehicle type distributions are on page 5.

The 1990 ADT for Alternate B is on the map on page 4 and its vehicle type distributions are on page 6.

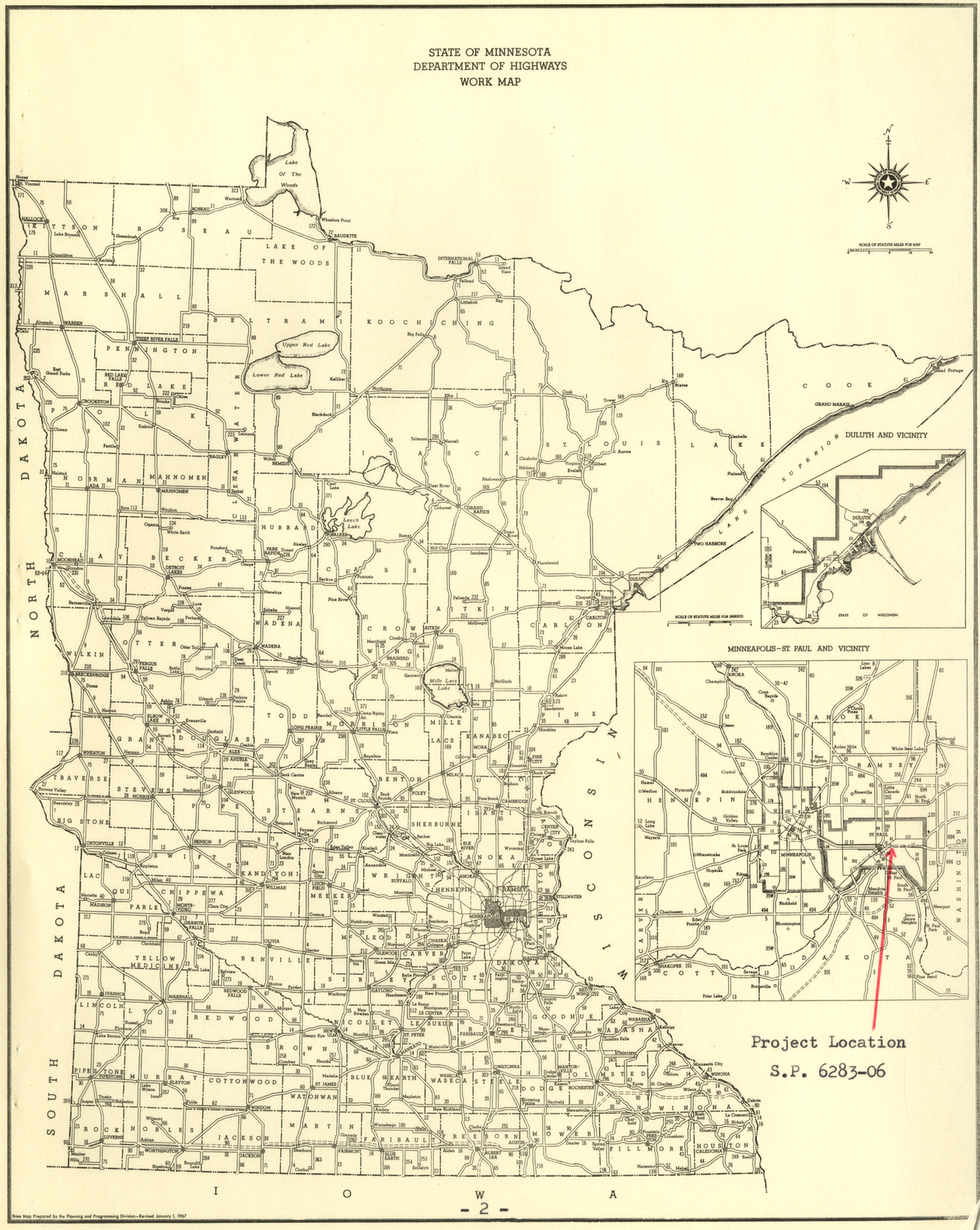
The basic data, method and assumptions are on page 7.

R. D. McAtee requested this report for R. M. Hill.

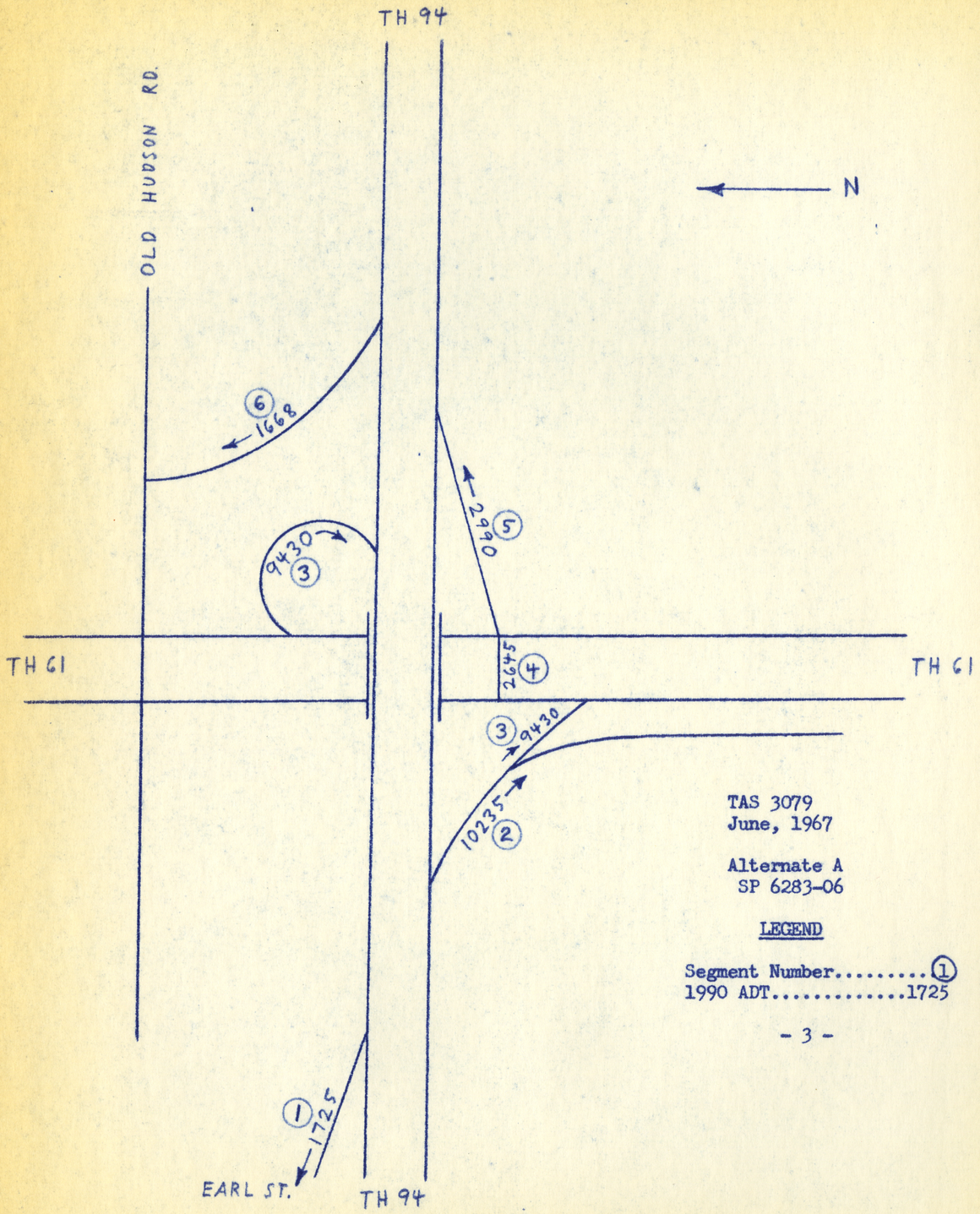
PH

Robert D. Owens

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAP



Base Map Prepared by the Planning and Programming Division—Revised January 1, 1967

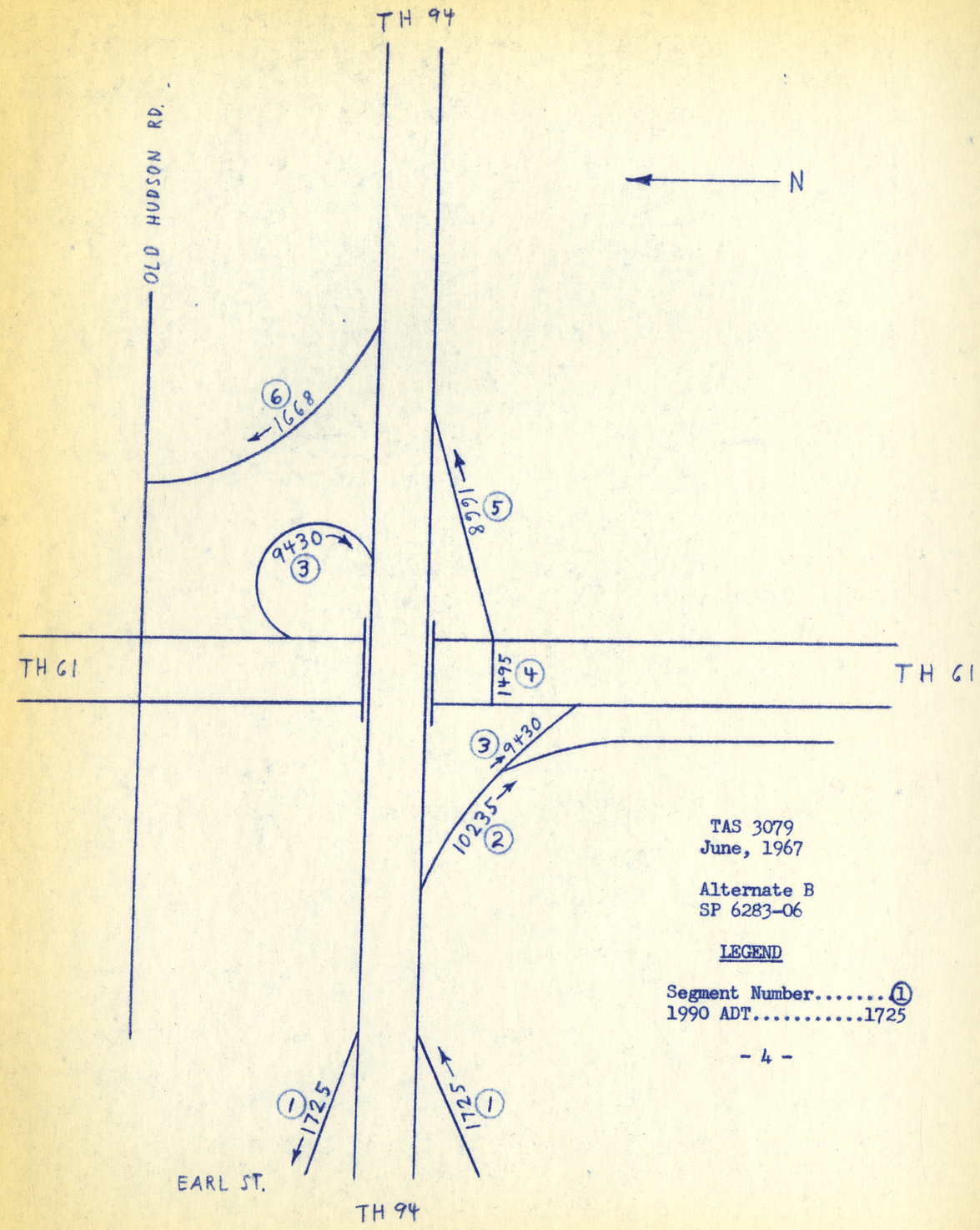


TAS 3079
June, 1967

Alternate A
SP 6283-06

LEGEND

Segment Number.....(1)
1990 ADT.....1725



TAS 3079
June, 1967

Alternate B
SP 6283-06

LEGEND

Segment Number.....(1)
1990 ADT.....1725

Form 2985 (9-63)

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1990 PART 1 OF 2

FOR

T.H. 94 S.P. 6283-06 Alternate A LENGTH - MILES

COUNTY Ramsey LOCATION Jct T.H. 94 & T.H. 61.

Jct. T.H. 94 & Earl Street

BASED ON

1990 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 6 AS

DEFINED ON ATTACHED INDEX MAP for Alternate A on page 3.

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6					
0	1629	9753	8986	2499	2825	1575					
1	70	231	213	107	121	67					
2	6	105	97	9	10	6					
3	5	32	30	7	8	4					
4	3	53	48	5	6	4					
5	2	49	46	3	3	2					
6	10	12	10	15	17	10					
TOTAL ADT	1725	10235	9430	2645	2990	1668					
TOTAL H. COMM. ADT	96	482	444	146	165	93					
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2 = SINGLE UNIT-3 AXLE TRUCKS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6 = BUSES AND TRUCKS WITH TRAILERS

Form 2985 (9-63)

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1990 PART 2 OF 2

FOR

T.H. 94 S.P. 6283-06 Alternate B LENGTH - MILES

COUNTY Ramsey LOCATION Jct. T.H. 94 & T.H. 61.

Jct. T.H. 94 & Earl Street

BASED ON

1990 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 6 AS

DEFINED ON ATTACHED INDEX MAP for Alternate B on page 4.

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6					
0	1629	9753	8986	1413	1575	1575					
1	70	231	213	59	67	67					
2	6	105	97	5	6	6					
3	5	32	30	3	4	4					
4	3	53	48	4	4	4					
5	2	49	46	2	2	2					
6	10	12	10	9	10	10					
TOTAL ADT	1725	10235	9430	1495	1668	1668					
TOTAL H. COMM. ADT	96	482	444	82	93	93					
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2 = SINGLE UNIT-3 AXLE TRUCKS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6 = BUSES AND TRUCKS WITH TRAILERS

Basic Data, Method, and Assumptions

The System 10 1985 ADT and DHV were transmitted in TAU 495 on April 3, 1967 by the Metropolitan Study Unit with a statement that they could be increased by 15 percent to produce the 1990 volumes requested for the project on March 9, 1967.

The 1990 ADT on attached pages 3, 4, 5, and 6 is 15 percent more than the 1985 ADT in TAU 495.

The System 10 HC ADT for 1985, attendant to the 1985 ADT for each alternate, was obtained. Then it was increased by 15 percent to produce it for 1990.

The 1990 ADT by vehicle type for segments 2, 3, 4, and 5 in Alternate A is 15 percent more than the corresponding figures for 1985 transmitted in segments 75, 72, 78, and 69 respectively in TAU 3059 A on May 12, 1966.

The 1985 ADT by vehicle type for the off-ramp segment 69 which connects T.H. 94 with Old Hudson Road in TAU 3059 A was first increased to 1990 and then distributed between segments 1 and 6 in attached Alternate A on pages 3 and 5.

The vehicle type distributions for Alternate B by segments are the same as for Alternate A except for segment 4. The vehicle types for segment 4 in Alternate B were computed by proportions based on segments 4 and 5 in Alternate A and segment 5 in Alternate B.